

INTELLOFAX 29

SECURITY INFORMATION

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THIS IS UNEVALUATED INFORMATION

1. The 1952 plan. On the 10 January 1952, the Hungarian Minister of Communications raised the plan target by 20 per cent. During 1952 it is planned to put into service 30 new engines for 2nd class lines, i.e. low axle-load. The repair work planned for this year for railway cars and engines is scheduled to be completed by 30 September 1951. Supplies of raw material are, however, quite insufficient and it is not expected that the plan will be accomplished.
2. Raw material shortages. In particularly short supply are parts of railway engines and all kinds of pipes and tubing, e.g. grease tubes for engines. Bronze bearing beds (Lagerschalen) are to be dismantled in order to use the metal for other purposes. For the first quarter of 1952 MÁV (Hungarian State Railways) were supplied with only 40 per cent of the raw material applied for, and were told to reduce their requisitions for the 2nd quarter.
3. Coal stocks. At the end of March coal stocks were sufficient for 4 days. On the other hand, for the "Rákosi shift" in honor of Rákosi's birthday (this special effort was made between the 2 and 8 March), the Budapest West station, which had up to then been kept very short of supplies, was suddenly allowed enough coal for about 7 weeks, which seemed to indicate that it had been stockpiled somewhere for several weeks previously.
4. Supplies from Poland. During 1953 Poland is to deliver to Hungary 1,500 coal cars, of which at least 1,000 are to be 20-ton 2-axle type. These will presumably have to be manufactured during 1952, since it is understood that after the end of this year Poland intends to stop manufacturing this type and go over entirely to the manufacture of 4-axled 50-ton coal cars.

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5. Poland is also to supply to Bulgaria:

in 1952 - 900 covered 20-ton freight cars

in 1953 - 1000 " " " " "

in 1954 - 600 " " " " " , all to be made by Pafawag,
Wroclaw.

6. Coal to be supplied to Hungary by Poland during the first quarter of 1952:

200,000 tons coke, including 25,000 tons small coke (Grieskoks),

200,000 tons gas coal

200,000 tons small coal (Grieskohl) and coal sludge (Schlamm).

Deliveries can, however, only be counted on during the period when sea transport is prevented by bad weather; otherwise the whole supply will go to Russia.

7. Supplies of coal from Poland to the DDR amount to 48,000 tons per month.

8. Supplies from Czechoslovakia. During 1952 Czechoslovakia is to supply Hungary with 375,000 tons of coal.

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